

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Folsom Depot

and/or common Folsom Depot

2. Location

street & number 200 Wool Street _____ not for publication

city, town Folsom _____ vicinity of _____ congressional district 3rd

state California code 06 county Sacramento code 067

3. Classification

Category	Ownership	Status	Present Use	
____ district	____ public	<input checked="" type="checkbox"/> occupied	____ agriculture	<input checked="" type="checkbox"/> museum
____ building(s)	____ private	____ unoccupied	____ commercial	____ park
<input checked="" type="checkbox"/> structure	<input checked="" type="checkbox"/> both	____ work in progress	____ educational	____ private residence
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	____ entertainment	____ religious
____ object	____ in process	<input checked="" type="checkbox"/> yes: restricted	____ government	____ scientific
	____ being considered	____ yes: unrestricted	____ industrial	____ transportation
		____ no	____ military	<input checked="" type="checkbox"/> other: meeting hall

4. Owner of Property

name City of Folsom (See Continuation Sheet)

street & number 50 Natoma Street

city, town Folsom _____ vicinity of _____ state California 95630

5. Location of Legal Description

courthouse, registry of deeds, etc. Sacramento County Recorder

street & number 801 G Street

city, town Sacramento _____ state California

6. Representation in Existing Surveys

title n/c _____ has this property been determined eligible? ____ yes ☒ no

date _____ federal ____ state ____ county ____ local

depository for survey records

city, town _____ state

7. Description

Condition

☒ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

Situated near the intersection of Wool and Leidesdorff Streets and next to the Southern Pacific Railroad tracks, the structure is a partially one and partially two-story rectangular wood frame building, surfaced in horizontal shiplap siding and shingles. The structure has a gabled roof, and a gabled square two-story bay projects from the northeast elevation.

The upstairs of the two-story portion of the building originally contained living quarters for the Station Master. The one-story rear portion contained the baggage and freight areas of the depot, with a 36' by 36' concrete loading platform at the rear.

The gable and roof overhang extend beyond the northeast facade, forming an open waiting area at the front. This area is covered by the roof overhang, supported by angled brackets, that encircles the building. Gable ends are shingled, as is the roof. Windows are primarily double hung, with six lights above six. Transom windows stand above the entry doors. Large sliding doors beneath transoms provide access to the freight and baggage rooms. Applied vertical boards frame openings and intersect the horizontal frieze elements at the eaves.

The cement loading platform stands four feet from the railroad line and is faced with rock. The ramped portion on the southwest is not yet completed.

To the southwest of the Depot, lies the foundation of the original locomotive turntable. The turntable is shown in an early photograph of the former Depot and related railroad complex buildings. Although surface evidence of the turntable is now gone, the circular brick foundation that once held it still lies in place beneath the surface, as indicated on the accompanying map. This foundation is comprised of a four-foot wide circular brick strip, thirty feet in diameter, that forms a donut shape. The surface of the red brick foundation contains an accumulation of cinders, or slag, from the locomotive boilers, and lies between three and four feet below the surface.

The Folsom Station was erected on the site of the Terminus according to Southern Pacific Company Combination Plan #22, by 1906, and construction continued in stages from that time to 1924. Although Plan #22 of 1905 is a plan for a two-story structure, an early photo shows the Depot was first a one-story structure surrounded by Eucalyptus trees. In 1909 extensive repairs were made, the structure was wired for electricity, and in 1916 it is reported that the second story was completed. Fires in 1924 and 1930 caused damage but rebuilding occurred according to the original plan with only minor changes. Differences include the following: the interchanging of kitchen and dining room with a bedroom on the second floor, the removal of the interior divider between office and public lobby, and an extra door in the freight room on the northeast elevation. Recent changes include the facing of the platform in rock.

In May 1970, the station was donated to the City of Folsom, including 1.1 acres of property and rolling stock by the Southern Pacific Company. The turntable stands on land retained by the Southern Pacific but leased privately. The three railroad cars donated by that company now stand on the track alongside the Depot, and are included in the nomination as related and pertinent objects. While they are removeable, the Southern

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1906 **Builder/Architect**

Statement of Significance (In one paragraph)

The Folsom Depot, built in 1906, is an excellent example of small town railroad architecture of the early 20th century. The building is an early and intact representative of the use of standardized architectural design by large companies, both to establish a corporate identity and serve a functional purpose economically. The property is also significant as the site of the eastern terminus of the Sacramento Valley Railroad, the oldest railroad in California; it occupies the site of the original Depot and still retains the turntable portion of the complex as well as the original depot-to-track juxtaposition. The Sacramento Valley Railroad, which linked the port of San Francisco (by Sacramento River transportation) to the mines of Nevada via stage routes over the Sierras during the 19th century bonanza gold and silver strikes, played a critical role in the development of the City of Folsom as well as the Sacramento Valley and western Nevada. This railroad, completed between Sacramento and Folsom in 1856, was laid out by Theodore Judah who also laid out the City of Folsom, terminus of the new railroad. Judah also engineered the route of the Central Pacific Railroad which later absorbed the Sacramento Valley line and was, in turn, assumed by the Southern Pacific Co. This section of the line evolved into an important agricultural transportation link for ranchers of the area in the 20th century. Although the present Depot was designed much later, the turntable and general layout of tracks and Depot were designed by Judah.

9. Major Bibliographical References

George F. Wright, Ed. History of Sacramento County, 1880, Thompson and West, Oakland California, 1880
Sacramento Bee, Resources of Sacramento County, A Souvenir of the Bee, 1895, second edition

10. Geographical Data

Acreage of nominated property .705 acres

Quadrangle name Folsom

Quadrangle scale 1:2400

UMT References

A 10 658350 4282540
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

Assessor's Parcel Number 19, Book 70, page 01

From the point where the railroad tracks meet Wool Street, to the southwest

(see continuation sheet)

List all states and counties for properties overlapping state or county boundaries

state n/a code county code

state code county code

11. Form Prepared By

name/title Paula Boghosian

organization Historic Environment Consultants

date June 29, 1980

street & number 2306 J Street

telephone (916) 446-2447

city or town Sacramento

state California 95816

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

 national state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature [Signature]

title PHO

date 1-7-81

For HCERS use only

I hereby certify that this property is included in the National Register

for factoring
Keeper of the National Register [Signature]

Entered in the
National Register

date

2/19/82

Attest:

date

Chief of Registration

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
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CONTINUATION SHEET

1

ITEM NUMBER

4

PAGE

1

Southern Pacific Company: 1 Market Plaza
San Francisco, CA 94105

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NATIONAL PARK SERVICE

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CONTINUATION SHEET

2

ITEM NUMBER

7

PAGE

1

Pacific Company has recently removed the track up to the compound boundaries and the removal of the cars is rather unlikely.

The rolling stock grouping consists of a passenger car, a box car, and a caboose. Passenger Car #2210 was built in January of 1924 by the Pullman Company. The seventy two foot car was used as a commuter car on the San Francisco Peninsula until its retirement in February 1969. Box Car #125433 was built in July of 1948 by the American Car and Foundry and weighs fifty tons. Caboose #1197 which weighs forty tons was built in October of 1942 by Southern Pacific in Los Angeles and retired in February of 1969.

In approximately 1972, the Ashland Station, an early railroad station probably serving the Sacramento, Placer, Nevada Railroad and located on the other side of the American River, was moved and relocated on the Leidesdorff Street side of the Depot, within a small city-created compound which includes both buildings, a new blacksmith shop, and a number of railroad and agriculturally related artifacts and equipment. The Ashland Depot, moved into this setting from its original site, would require its own eligibility assessment. The various artifacts vary in their relationship to the railroad, are removeable, and not appropriate for inclusion. The "blacksmith shop" building is not eligible. The entire property was surrounded by a fence in 1975 to protect the rolling stock and Depot from vandalism. However, only the Depot, tracks, and turntable are included in the nomination.

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CONTINUATION SHEET

3

ITEM NUMBER 9

PAGE 1

Architectural Drawings, Plan # 22, Southern Pacific Company
Folsom Telegraph; May 11, 1974
June 6, 1924

Personal communication; Steven Speights, Folsom City engineer June 27, 1980

Wray Burrows, History of Folsom, California, 1850-1900
Gilbert H. Kneiss, Bonanza Railroads, Stanford University Press, Stanford
California, 1954

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CONTINUATION SHEET 4

ITEM NUMBER 10 PAGE 1

for 77 feet, thence directly to the southwest for 230 feet. Then continue south-southwest for 170 feet, then northwest for 70 feet, thence to the northeast for 202 feet, meeting the railroad track bed, and from that point extending two feet from the center of the track, parallel to the track to Wool Street.

The boundaries have been chosen to include the Depot structure itself, the immediately associated tracks with the three railroad cars, and the area connecting to and containing the turntable pit which is the major remaining element of the original Sacramento Valley Railroad complex.

LEIDESDORF

